

to Boston, 11-16c. Sterling EXCHANGE 127½c. prem.; Exchange on New York at sight 127½c. discount.

SAVANNAH, Jan. 24.—COTTON steady, and unchanged; sales to-day, 1,560 bales.
AUGUSTA, Jan. 24.—COTTON stiffer, but quotations unchanged; sales to-day, 1,100 bales.
CINCINNATI, Jan. 24.—FLOUR in fair demand, at \$5 35 and \$5 for Superfine. WHISKY dull, at 21c. PROVISIONS firm; Meat Pork firm, at \$17; Bulk Meats 6 1/2c; Bacon firm, at 7 1/2c; Lard, 7 to 10c. SIGHT EXCHANGE on New-York, 1 1/2 cent premium.

mium for gold

EXCHANGES.
NEW-ORLEANS, Jan. 23.—Sight Exchange on New-York, 12
½ cent discount.

BOSTON BANK STATEMENT.
Boston, Tuesday, Jan. 24, 1880.

Capital stock.....	\$5,231,700	Due to other Banks.....	\$7,784,0
Loans and discounts.....	59,917,000	Deposits.....	17,378,0
Specie.....	4,182,000	Circulation.....	6,480,0
Due from other B'ks.....	6,516,500		

California Markets.
 SAN FRANCISCO, Jan. 4, 1899.
FLOUR—Jobbing sales of 500 qr. sacks Alviso extra at \$6 25
 160 do. do. Clinton Mills do. at \$8 25, and 494 do. superfine D
 mestic at \$5 75 200 lbs.
WHEAT—Sales of 400 sacks rock Milling at \$1 60; 233 do. do.
 at \$1 60; 300 do. choice at \$1 70; 200 do. Seed at \$2 25; 20

sacks sold at \$1 60; 100 lb. good Milling at \$1 30, and 300 lb. choice at \$1 70; 100 lb.
 BARKLEY—250 sacks feed sold at \$1 60; 150 do. at \$1 62½, and 500 do on private terms; 170 sacks choice sold at \$1 70; 150 do. at \$1 75; 215 do. good at \$1 65.
 OATS—Sales of 300 sacks choice at 2½, and 180 good feed at 2½.
 RYE—25 tons choice quality afloat, sold at \$1 30 per ton.
 POTATOES—150 sacks Pigeon Point sold at \$1 20; 300 do. Redwicks at \$1 20; 300 sacks Bodoga's sold at \$1 20; and 190 do. do. at \$1 25; 100 lb.

BECK'S—Sales of 25 halfbirds, Family Meats, on private terms.

OYSTERS—100 doz. LeBrun's Oysters sold at agent's rates.

CANDLES—Sales of 25 boxes of the Improved C. sold at agent's rates.

SOAP—100 boxes King's Improved C. sold at 9¢.

BECK'S—Sales of 20 boxes Blagitz, Trilobite & Co., at \$3 gallon.

Movements of Ocean Steamers.

	To DEPART.		
	Leave.	For.	Date.
Japan.....	New-York.....	Liverpool.....	Jan. 1.
Europe.....	Boston.....	Liverpool.....	Jan. 1.
City of Baltimore.....	New-York.....	Liverpool.....	Jan. 1.
Bremen.....	New-York.....	Bremen.....	Jan. 1.
John Reed.....	New-York.....	Glasgow.....	Jan. 1.
Anglo-Bacon.....	Portland.....	Liverpool.....	Jan. 1.

Africa.....	New York	Liverpool	Feb.
Crossland.....	New York	Galway	Feb.
Fulton.....	New York	Havre	Feb.
News-Scotian.....	Portland	Liverpool	Feb.
City of Manchester.....	New York	Glasgow	Feb.
Baltic.....	New York	Arpinwall	Feb.
Northern Light.....	New York	Arpinwall	Feb.
America.....	Boston	Liverpool	Feb.
Elizabeth.....	New York	Liverpool	Feb.

Avin	New-York	Liverpool	Feb.
Boston	Boston	Liverpool	Feb.
Camden	New-York	Southampton	Mar.
Amoy	New-York	Havre	Mar.
Glasgow	Glasgow	New-York	Dec. 2
City of Baltimore	Liverpool	New-York	Jan.
Circusman	Galway	New-York	Jan.
Fulton	Southampton	New-York	Jan.
Novo-Scotian	Liverpool	Portland	Jan.
America	Liverpool	Portland	Jan.
Edinburgh	Liverpool	Portland	Jan.
Edinburgh	Liverpool	New-York	Jan.
Aida	Liverpool	New-York	Jan.

North Britain.....	Liverpool.....	Portland.....	Jan.
Canada.....	Liverpool.....	Portland.....	Jan.
Australasian.....	New York.....	Jan.	
Finland.....	Liverpool.....	New York.....	Jan.
China.....	Liverpool.....	New York.....	Feb.
Saxonia.....	Southampton.....	New York.....	Feb.

Passengers Arrived
In steamer Baltic, from Apiahuail— From San Francisco:
 D. Brown, E. H. Mills, R. F. Reed, Mrs. Bomersatter and child.
 S. Back, two infants and servant; H. P. Willis,
 Wilson, A. Wasserman, H. Kommliskey, A. A. Cohen, Mrs. D.
 Gibbons, J. Goodman, J. E. Emerson, wife and four children.

E. M. Morgan, J. Sandage, Samuel Jaynes, Capt. Pemberton
Mr. and Mrs. E. Avery and child, Adam and brother
E. Davis, Miss M. C. Hillman, J. A. Law, K. Kopoff, C. S.
D. Hillman, G. C. Hillman, F. W. Hillman, F. M. Carron, J. G.
Crane, W. Linton, B. Perer, Judge Dann, G. Armstrong, D. C.
Benham, J. Glazier, J. Eppinger, G. A. Locke, Bannister, W.
McCoy, S. Morris Locke and wife, W. F. Bryant, H. W. Earle
E. A. Pearce, Daniel Pesse, Mrs. Eddy, Lambert, Pierce, M.
Neel, Frank Adams, C. H. Lovergood.
J. A. B. Gillingham, J. Gillingham, Miss Winter, Mr.
Jenkins, A. W. Bray, J. G. Ware, E. Alameyer, B. M. Claborn
A. F. Phelps, W. Kohl, W. Holt, wife and son; F. McCrellin
E. Zimmerman, E. W. Teakle, L. W. Whittingham, Wm. Gray, J.
A. Seymour, R. Lewis, J. B. Best, S. Randall, Mrs. J. W. Brown
J. A. B. Gillingham, J. Gillingham, Miss Winter, Mrs. Brown

James Wilson, Dr. Lull, F. B. Simons, Dr. J. Robinson, S. F. Brown, D. Hart, Wm. Laurent, L. Kirtledge, J. C. Bartlett, W. Phillips, John Lagers, Thomas Creevy, 120 in second cabin, 150 in the steerage.

From Central and South America—Z. B. Caverly, U. S. Sec. Location, Peru; Capt. Goodenough and wife, L. B. Thompson, Dr. J. C. Jones, C. J. Monsalvi, S. Oaksmith, F. Louisa, H. K. Harris, J. Vestly, Joseph Hawes, F. Barnard, F. Boesen, J. C. Lansburgh, John Henry.

In ship *Storm King*, from Canton—Mrs. Montgomery and child, Mrs. Dimond, Brooklyn.

MARINE JOURNAL

Cleared.
Ships—Lalla Rookh, Reed, Nassau, J. W. Elwell & Co.; Herrietta, Treacartin, Havre, Boyd & Hincken, Summa, Tucker, Savannah; Louis Napoleon, Herting, Hamburg, L. E. Amstutz & Co.
Harks—Antagonist, Williams, Sydney, Goodere, Arzen & Elliott; Tacony, Brown, Naples, J. K. Dow; H. Warren; Orre Havana; Penguin, Wheeler, Hong Kong, A. A. Low & Co.
Brig—Brothers, Blaisdel, Mobile, Bentler & Deske; Amaze

Arrived.
Steamship Baltic, Gray, Aspinwall 7 days, Treasures and passengers to North Atlantic Steamship Co.

L. Mitchell & Son, Jan. 23 a. m., off Hatteras, exchanged ship names with Steamship Augusta, here from Savannah, and returned to New York.
Steamship Parkville, Powell, Baltimore, mdse. and pass. to N. H. Brownwell & Co.
Steamship Marion, Foster, Charleston, mdse. and pass. to Spofford, Winston & Co.
Ship Storm King (of Boston), Callaghan, Canton 101 days late, Dec. 6, to N. H. Brownwell & Co. Oct. 4, experienced a heavy try for 60 hours, ship lying to under a tarpaulin in the mainmast rigging; 5th, blew away maintopgallant mast, the wreck tearing the maintopgallant from the gaskets, which went to pieces; at 8 p. m., a heavy sea struck the ship aback the mainmast chains, breaking the tiller short off, and tearing the bolts out of the stern post; put

her to save the rudder; the wind at the time S.W.; ran N.E.
20 hours before moderating; 18th, made Hong Kong, wind being
from N.N.E.: could not fetch; had to come to outside; repaired
damages, and proceeded to sea same day. Nov. 9, passed Java
Head: Dec. 18, passed Cape of Good Hope without danger; Jan. 1,
arrived at Melbourne; Feb. 1, sailed from Melbourne, 70 miles
from Highlands, took a pilot from Wm. J. Romer (Nov. 12); Oct.
23, spoke ship Nightingale, Peterson, Foo Chow Foo for New
York: Nov. 17, passed ship Daylight; Dec. 7, spoke Br. Bark
Woodbine, from Colombo for London; same day, spoke French
Notre Dame, from Bourbon for Nantes; 9th, spoke bark Hochse-
gale, from Bremen for London; 16th, spoke bark St. Louis, from
Moro Castle (of Richmond), Knowles, Leghorn Nov. 30
Berber, 184, &c., to Slimes & Hutter. Sailed in company with

ship Edward Everett, Gambia. Dec. 11, of Gibraltar, spoke ship White Falcon, from Toulon for York Sound. Has experienced heavy westerly gales; lost cross jack yard, split sails, &c.

Ship Constitution (Capt. Thompson, Liverpool Dec. 12, and 13, and 14, 1854), to Williams & Gault. Between Jan. 4, 19 and 21, and 27 and 33, experienced a continuation of westerly gales for 17 days; during the remainder of the passage had very changeable weather.

Brig Almon Rowell (of Lubec), Rowell, Grand Turk, T. L., Jan. 14, to master.

Schr. Sidney C. Jones, Dell, Norfolk, mdse. to Sturges, Clearman & Co.

Schr. Norma, Wiant, Far Rockaway, anchors and cables from bark Odessa, previously reported ashore.

Schr. Robert Corson, Cline, Georgetown, S. C., 60 hours, nave stores to Dibble & Bunce.
Schr. Davidson, Ryder, Norfolk 2 days, corn to J. B. Cunningham.
Schr. Richard A. Wood, Crammer, Wilmington, N. C., 4 days, nave stores to master.
Schr. Gem, Crane, Edenton, N. C., 4 days, corn.
Schr. Annie Cole, Nelson, Virginia 3 days, corn.
Schr. T. K. Baker, Baker, Dennis 4 days, fish.
Schr. Susan Taylor, Conklin, Rockland 6 days, lime.
Schr. Isaac N. Seymour (new), from Keyport.
Schr. Newell, South, New-London, indce. and pass.
to E. H. Rockwell.

The ship *Elvira*, 1,138 tons register, is now on the large Sectional Dock for repairs. She will be stripped, recaulked, and newly coppered.

The schooner *Pearl*, 846 tons, is also on the great Ballston Dock. She will have a new dale keel, be stripped, recaulked,

By Telegraph.
FORT LAFAYETTE, Jan. 24, sunset.—Steamship Baltic and a brig in the Bay. Wind W., light; weather clear.
SANDY HOOK, Jan. 24, sunset.—Steamship King, from Whampoa, going up the Dutch Channel, in tow of the Fish-boat. Light breeze, bound in. Wind light from S. W.; weather hazy.
HIGHLANDS, Jan. 24, sunset.—No vessels in sight in the Offing toward bound. Wind S. W., light; weather hazy.
NEWPORT, Jan. 24, sunset.—Brigs, Sable, Brown, Cherryfield, and others. G. Curtis, Horton, Boston for Taunton; Geo. Shattuck, Kinney, Boston for Baltimore; C. Beal, from Belfast for

New-York; E. B. Buxton, from Saco for New-Haven;
PHILADELPHIA, Jan. 24.—Arr. bark Powhattan, from Pal-
mer; ship Sogter Johnny, from do.; bark Charles-E. Lee, from
Portland.
WASHINGTON, Jan. 24.—Schr. Independent, from Wiscas-
set, Me., for Savannah, put into Wilmington, N. C., Jan. 22, with
loss of mainboom and gaff, and short of water.
SAVANNAH, Jan. 24.—Steamship Augusta, from New-York,
arrived at her wharf at 11 o'clock Tuesday morning. All well.
CH. B. H. STOUT, Agent, Columbia, Berry,
arrived here at 2 o'clock this (Monday) evening.
NEW-ORLEANS, Jan. 25.—Arr. ships Brilliant, from Boston;
Kate Dyer, and Regulator, from Touch; John Merrill, from
Havre; Nelson, from Liverpool; bark William & Jane, from

Disasters, &c.

NEW-ORLEANS, Jan. 24.—Arr. ships Isaac Newton, and Eruch Train, from Boston; Logan, from New-York; Adelaide Bell, from Liverpool; bark Sea Breeze, from Palermo.

BALTIMORE, Jan. 23.—The Br. brig Eliza Grilve, hence for St. John's, N. F., got ashore on Saturday near Sandy Point in the Bay. A stranger was sent down yesterday, which succeeded in floating her out. She has proceeded, without injury.

foreman; Bailey Hoobs, merchant tailor; Anson B. Hoyt, merchant; M. N. Wisewell, Principal of Academy; Mathew A. Bolmer, gentleman; Isaiah Anderson, harness maker. A large number of persons were present at the investigation. We give below the substance of the evidence elicited:

George Simpson, sworn—Was conductor of the Albany Express train at the time of the collision; have been conductor on

It was maintained by a difficulty with the engine, the collision took place about 33 miles below Sing Sing, and 1 mile below the Scarborough Station; my train was standing still on the track at the time, having stopped for the reason above given; as soon as the train stopped, the Mr. Oliver, to the best of my knowledge, told Harry, the black man, to tell Mr. Martin, the black man, to get off the train and go to the rear car and inform him to get on to the car; I then returned to the front car to settle with a man for nine fares from Sing Sing to the New York; after doing this, and attending to some other little matters relative to tickets, I got off the train and seeing that

Ahead of me, the Sing-Sing train came round the curve; my train was from 800 to 1,000 feet below the curve; the Sing-Sing train came on at a very rapid speed, and ran into our train with terrible force; there were two engines killed. The engine nearest the front of our train was utterly demolished, and the bumpers on nearly all of the cars broken; signals are stationed at all points of the road where there is liable to be danger; there is a signal-man a quarter of a mile south of the place of the accident, and another at about one mile north, at Scarborough station; there were about two hundred passengers on my train after we left Sing-Sing; the car which I occupied had about five or six passengers, and about thirty think that about five

Q. Was it possible to stop the Sing Sing train in time to avoid a collision with your train? A. Well, I think they could have stopped in time not to have done us so much damage; they had instant brakes and a light train; I had my train a baggage-car, three brakemen, an engine and fireman.

Q. The engine is near as you can, the cause of this collision. A. The cause of it was, the flagman not going far enough back, and the Sing Sing train running at a more rapid rate than it ought to have done; I also think that the Sing Sing train might

must be very nervey; the brakeman had abundance of time to reach the curve before the Sing Sing train came in sight. It is the business of the conductor to see that the signal-man goes back; after the train has started, the conductor or speeder must look for the signal, bringing the joint of the steam-pipe.

Joseph M. Leaper, sworn—Reside at Newburgh; an lawyer by profession; was passenger on the express train when the accident occurred; got aboard at Fishkill; rode in the rear car, but was standing outside at the time of the collision, although he was on the train; he was anxious to ascertain the matter, was when he got out saw the flagman, who was then about 15 feet from the train; when he had got about 25 or 30 feet, the con-

point I was riding. I took out my watch and remarked that the Sing Sing train would be coming soon. I put my car to the track, and could distinctly hear the approaching train. I immediately ran to the flagman and told him to go on, or I would take the flag myself; he did not get over 20 feet before the train appeared in the distance. I then ran back to my car, and in the time it took to run the curve twice after our train stopped, before the Sing Sing train arrived; before I got out of the car I heard the conductor tell the flagman to go back to the curve; he did not go more than 20 feet from the car before he stopped; some one, I don't know who, remarked that the Sing Sing train was coming, and I then saw the train. The conductor then ran back to the car, and I saw the train.

Henry Jeron, sworn-am engineer on the Hudson River Railroad, was engineer of the Sing Sing train at the time of the collision; let the train stop at 2 o'clock and 31 minutes; we had on the train a passenger car, one baggage car and one brake-man; I jumped off the engine when about two cars' length from the train we ran into; saw no signal until after I came round the

then jumped from the engine; I came round the curve at a speed of twenty-five miles per hour; we were going at the rate of fifteen miles per hour when the collision took place; it would have required a distance of one thousand or twelve hundred feet to stop a train like ours, and running at the rate we were going, and not knowing where the collision was about to take place, before the collision took place; the flagman ought to have been on the point of the curve; I would then have seen him a distance of a mile back; our train did not stop after leaving Sing Sing previous to the collision; after the collision I looked at my engine and found it full of water; the engine coming back here, have been employed by me as a road locomotive.

at twelve hundred feet, when the train was running at a speed of about thirty miles an hour. The train was then disassembled and the pieces of the express train before leaving Sing Sing. I received no directions from any one to proceed cautiously.

Herby B. C. G. Milliken, sworn—Am an engineer on the Hudson River Railroad; have been on the road eight years; was engineer of the Albany Express train at the time of the accident; I was detained on that trip, owing to a breaking of the steam joint that connects the boiler with the cylinder. I was standing at the front of the train at the time the stoppage occurred; all the stoppages at the station where the accident occurred; all the stoppages occurred in a distance of about twenty-two miles; the engine came from Lowell, Mass.; was

with good usage, an engine can be run twelve or fifteen years; the collision occurred at four-fifths of its life, five minutes after we stopped; in my opinion, a train of five cars, going at the rate of thirty miles an hour, could be stopped in running a distance of forty rods. I think that a train like the Sing Sing train, which ran into us, provided every man was at his post, and expecting a collision, could be stopped in less than half a mile. I think that the Cremer train, which ran into us on our train, have used it about one year; it is used in case of emergency and danger; the hand-brakes are also used the same as they were before the introduction of the Cremer brake; when an engine is reversed, black smoke will

The Rev. Wm. S. Nikels, sworn pastor at No. 174 West Seventeenth street, New-York: saw beside of the Fifth Street Baptist Church; was passenger in the third car from the rear of the express train at the time of the collision; corrected the error of the witness who said a few feet from the rear of the Sing Sing train as soon as the engine turned the curve; the whistle was blown as soon as the engine came round the curve, and I thought I could perceive a slight slackening of the speed, but not much; the flagman at that time was about halfway between the express train and the car; I think he was standing still when the Sing Sing train struck the passenger car.

Michael Egan, sworn-in as baggage-master on the Hudson River Railroad, acted as conductor on the Sing Sing train on the day of the accident; the regular conductor, Mr. Hudson, was sick. I commenced riding on the train at 10:30 a. m. I had not been frequently used as conductor before; we left Sing Sing at 3:35 p. m.; had eleven passengers on board; ran rather slow than usual; a white flag was displayed at Scarborough Station (about 11 miles north of the curve); saw no red flag until after passing the curve; saw the red flag at the crossing of the Erie Railroad, where we first saw the signal; saw the brakemen apply the hand-brake, and also saw that the patent brake was on; there was only one brakeman on our train; should

The Reverend W. M. Abbott, sworn—Am Pastor of the Reformed Dutch Church, underknew no passenger on the Sing Sing train at the time of the collision; the train left Sing Sing at about 3:30 p. m.; we ran at the usual speed; I saw the express train before the collision, having had my attention arrested by some persons jumping from the train in which I was; in an instant after, the

Express train apparently at full speed.

Robert Hartley, sworn—Was brakeman of the rear car of the Express train on the day of the accident, when the collision took place I was up on the rear of the Express train and saw the collision about five minutes when the collision occurred I started with the flag about three minutes after we stopped; John Ollendorf, the head brakeman, gave me orders first; he came to the rear car and said, "You'd better run back with that flag;" I started off and went, I should think, about 200 yards, or two-thirds of the way to the curve where the collision took place. When Sing Sing saw me he was coming at what I thought was a rapid rate, when the engineer saw me he blew his horn.

train; I then turned round and saw the conductor, not 100 yards from me, waving his hand before the train started. I then ran down the track, and, as I ran, I saw the brakeman, in such cases, to get down his flag and go back; I took down my flag as soon as usual; I did not see the conductor, Mr. Simpson, until I had got some distance up the road; I then saw him running up the track after me hallooing as loud as he could; I supposed he hallooed to have me go on; I was running at the time, and continued to run until I was about 200 yards from the engine, when I saw the conductor; I then thought it was about 250 yards from the engine, and I ran on to the engine, and I saw the brakeman did not tell me that the train was to stop; he told me, no, but I supposed he had; have been a brakeman four years; I went back with the flag at a dog-trot; I

I would take the nag number; I never said orally one could see King train was a "one horse train," and could stop easy enough; I never made use of any such language; no gentleman spoke